

BOAT

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£3.50 US\$7.50

WORLD EXCLUSIVE

ON BOARD LÜRSSSEN'S
'GREEN' 90M
MOTOR YACHT



THE WORLD'S TOP

100
YACHTS

BOAT REVIEWS

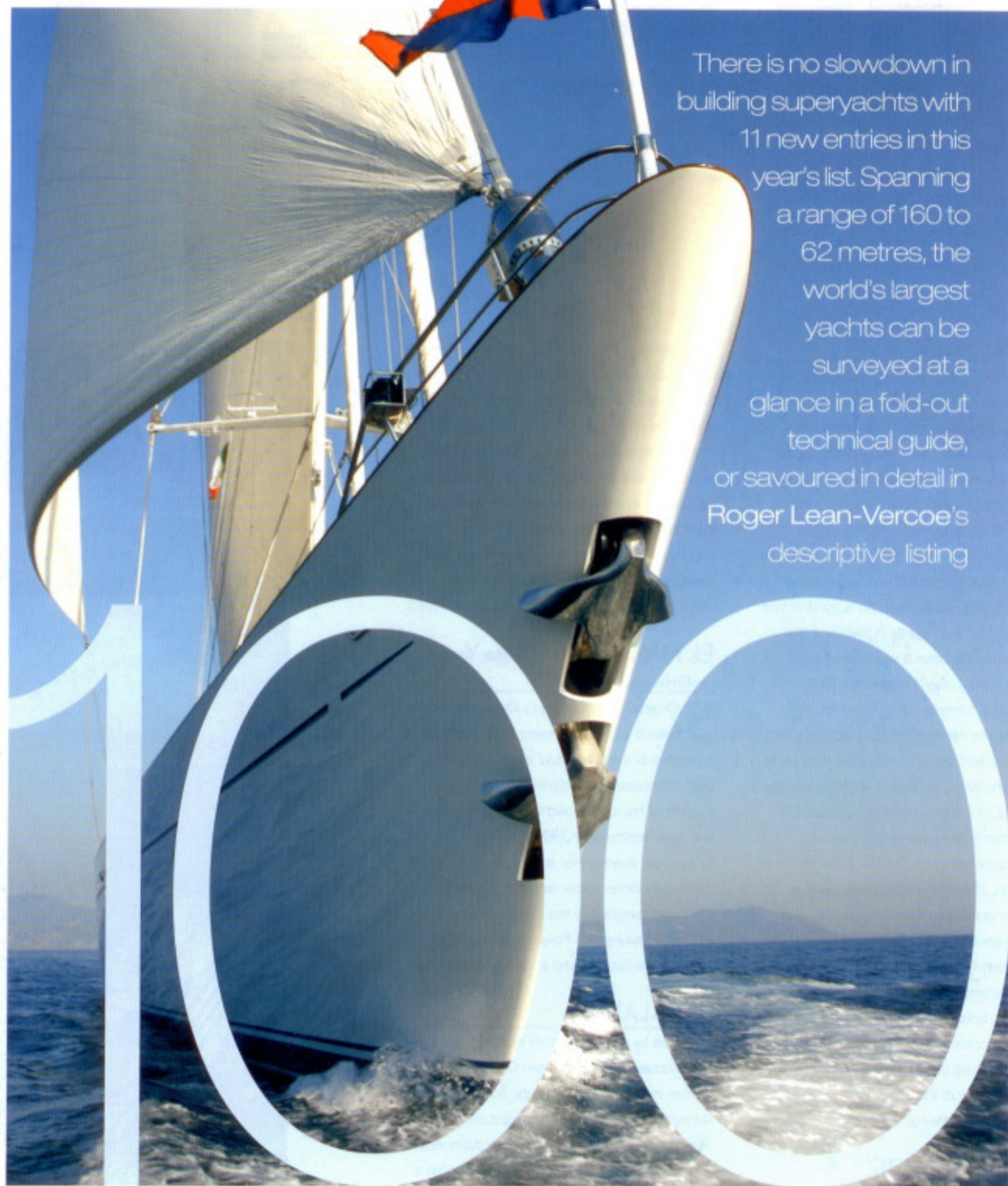
SUPER MAXI ALFA ROMEO 2
FERRETTI 630 & X-YACHTS 70



ZOOM ZOOM ZOOM FASTEST TRINITY YACHT
PALADIN SHADOW THE ULTIMATE TOY CUPBOARD

INTERNATIONAL

THE WORLD'S



There is no slowdown in building superyachts with 11 new entries in this year's list. Spanning a range of 160 to 62 metres, the world's largest yachts can be surveyed at a glance in a fold-out technical guide, or savoured in detail in Roger Lean-Vercoe's descriptive listing

LARGEST YACHTS



TATOOSH

21

TATOOSH

21 Built for Craig McCaw, and designed by Studio Acht in conjunction with Claus Kusch Yacht Design, with interior decoration from Tom C. Achille and Associates and soft furnishings from Elizabeth Becker, *Tatoosh* is named after an island in the Pacific Northwest that marks the entrance to the Straits of Juan de Fuca. This five-deck yacht, which displaces 3,616 tonnes, was later sold to Microsoft co-founder Paul Allen. On board, the yacht is a model of understated luxury, offering a huge owner's suite that comprises a full-beam bedroom, family room, observation lounge, office, gymnasium and two cabins for children, while six guest cabins are positioned on the lower deck. Aside from the main saloon and dining saloon, there is a panoramic lounge and cinema. Other facilities include: two helicopter pads equipped with refuelling equipment, one for the yacht's own McDonnell Douglas MD500 helicopter and one for guests' aircraft; a 12 metre speedboat and a Frers-designed 13 metre sailboat positioned in davits to port and starboard; a swimming pool; plus the usual array of tenders and water sports equipment in the yacht's stern, where there is a dedicated diving room with decompression chamber. *Tatoosh* is manned by a full-time crew of 30, while facilities are available for visiting staff and the helicopter pilot.



EVERGREEN

22

EVERGREEN

22 Named after the Taiwan-based shipping company and airline Evergreen, and owned by the company's chairman Yung-Fa Chang, *Evergreen* was built in the company's own shipyard in Nagasaki, Japan. In addition to her role as a private yacht, she is used for corporate functions and spends much of her time in Far Eastern waters. Outside areas are minimised as a consequence of her use and the climate of her home waters, while her five-deck interior, designed by Felix Buytendijk, offers a huge dining saloon forward, a main saloon, a karaoke saloon with dance floor and a conference room. There is accommodation for an owner's party of four in the master suite, which includes an office and private sitting room, while an additional 14 cabins accommodate another 26 guests. The yacht has a top speed of 22.6 knots and a cruising speed of 21.6 knots. *Evergreen*, featured in BI 154 and *The Superyachts, Volume 13*, is currently for sale, and there are rumours that a replacement vessel is being planned.



NAHLIN

23

NAHLIN (ex-Liberatea, ex-Luceafarul, ex-Nahlin)

23 This classically elegant yacht, whose hull lines are a throwback to clipper ships of the latter part of the 19th century, has an enviable pedigree, having been designed by the revered naval architect GL Watson for the widowed British aristocrat, Lady Yule, and built on Scotland's Clyde River by the famous John Brown & Co. Delivered in 1930 she was considered to be the most attractive of several large yachts from that era. While in the ownership of Lady Yule, she was made available to Britain's King Edward VIII for a cruise with his American lover and future wife, Wallis Simpson, a cruise that surely had some part in Edward's decision to marry Wallis and ultimately to his abdication. She was subsequently sold to Romania where she became the royal yacht of King Carol II, who named her *Luceafarul*. After the overthrow of the Romanian monarchy post-Second World War, *Nahlin*, now renamed *Liberatea* was pressed into use as a floating restaurant and fell into almost terminal disrepair but, happily, she was found and recovered from Romania by Nicholas Edmiston and William Collier. Shipped to England in 2000, contaminants were removed and the hull preserved in a Liverpool shipyard where she lay for four years. This lovely yacht has now been sold to an as yet unnamed (but, reportedly, well known) owner, and her total restoration is at last underway at the Nobiskrug yard in Rendsburg, Germany. Featured in BI 208



ICE

24

ICE (ex-Air)

24 The owner's brief for this yacht (built under Lürssen's code name of *Rainbow*) was to maximise fuel efficiency and reliability, and achieve the minimum noise and vibration. This was achieved using two 2,500kW ABB Type 5 Compact Azipod units – electric propulsion motors housed in pods mounted beneath the hull – which are powered by up to eight Deutz 1,000kVA TBD616 generating sets that also provide power to the yacht's 'household' services. On sea trials *Air* reached a maximum of 18.67 knots, when she proved to be extremely quiet and free from vibration. The yacht was sold to Mr Suleiman Kerimov, deputy of the Russian State Duma and an influential businessman, at the end of 2005, and has since been renamed *Ice*. One of the yacht's more unusual design features is her swimming pool, which is handily positioned on the aft deck to provide guests with an alternative to swimming in the sea. (Full On Board feature on page 122) ▶